

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office 23 OCT 1936)

No. 4092

Date of writing Report 23 Sept 36 When handed in at Local Office 19... Port of SHANGHAI
No. in Reg. Book. 30978 Survey held at HONG KONG Date, First Survey 4 Sept. Last Survey 15 Sept 1936
on the ~~WOOD~~ Steel Screw M.V. "NORA MAERSK" (No. of Visits 4)

TONNAGE:— Built at Odense By whom Odense Staalsskibsvftved A P Moller
GROSS 6271 Owners A/S D/S Svendborg og A/S D/S af 1912 When 1934 8
UNDER DEK. 5234 Managers Owners' Address (if not already recorded in Appendix to Register Book).
NET 3889 Port belonging to Copenhagen

Surveyed Afloat or in Dry Dock? Both Name of Dock Kowloon Dock Destined Voyage
WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons; FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 4081 Port Shi

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined.

Not required

Was a damage report made by anyone else? If so, by whom? Underwriter's Damage

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage due to Fire, Flooding & Beaching, Zamboanga, P.I.
July 1936 (See Shanghai Report No. 4081 and Report 10 dated 24th August, 1936, and Certificate dated 12th August, 1936 Zamboanga. Also telegrams etc. relating case).

Now Done: Vessel surveyed afloat and in drydock at the works of The Hongkong & Whampoa Dock Company, Ltd., Hongkong, in company with Mr. H. Nielsen, Owners' Superintendent and Mr. J. Fabricius on behalf of Danish Underwriters. A complete specification of repairs and renewals necessary to place the vessel and her machinery in the same condition as she was before the damage occurred is attached hereto.
All parts were examined except the double bottom tanks and peak tanks internally. These tanks contained fuel oil and/or sea water.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Vell). When put on, Month Year
Caulking of Decks	State if Tanks now tested	Engine Room Skylights	Boats
Stowings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Rails & Fastenings	Ceiling	Scuppers	Condition, how ascertained (State if wedges removed)
Outside Plating	Cement or Asphalt (State which)	Cargo Hatchways	Sails
Weatherhooks	Rudder	Hatches	Equipment letter
Transoms	Steering gear and its connections	Planking of Wood Vessels	Anchors, No. of
Frames	Windlass	Caulking ditto	Cables (State if now ranged)
Reverse Frames	Have pumps now been examined and found efficient?	Trunnels ditto	" length (on board) size
Longitudinals	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	" Rule length size
Transverses	Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings ditto	Hawser & Warps
Stirrers	Have Ventilators and their Coamings been examined and found efficient?	Ditto Ditto at other places ditto	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shells ditto	
		Salting (State if examined.) ditto	

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

Although the vessel may become a Constructive Total Loss, I am of the opinion that the hull can be repaired should any purchaser require to recondition her to suit his own particular requirements. The machinery & electrical installation and all electric cables are, in my opinion, beyond repairs, except three or four small rotary pumps, refrigerating machinery, one Auxiliary engine, & pipes & fittings below engine room platform. For full details of repairs required, and sighting of vessel see lists attached.

Survey Fee (per Section 29) £ 140-0-0

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Subsistence £

Surveyor's Fee (if any) £

Fees applied for,

19

Received by me,

10-11-1936

Surveyor to Lloyd's Register of Shipping

Committee's Minute

Character Assigned

TUE. 8 NOV 1936

Lloyd's Register Foundation

The damage to side plating and frames, Port & Starboard, extended from the bulwarks to the strake above the ~~tween~~^{turn} of the bilge, and longitudinally, on the port side, from the middle of No.4 hold to the middle of No.1 hold. On the Starboard side from a point abreast the middle of the Engine Room casing to the middle of No.1 hold. Most of the plates within these limits were damaged, many being severely buckled, together with the frames, and the following is a summary of shell plates requiring to be dealt with :-

" " faired in place 3

Altogether, it is estimated that 1200 tons of new material is required and about 200 tons is capable of being put back after annealing and fairing.

The vessel was drydocked on 9th September, 1936, and horizontal & vertical sights were erected along the keel. The condition of the vessel was found to be as follows:-

ANCHORS.

[illegible]

CHAIN CABLES.

[illegible]

Port side.

A plank bolt suspended at stem & stem showed no rust. The bottom plating appeared quite fair and there was no sign of damage to

Floors & intercostals, (except as seen from inside the engine room and detailed in the specification.